

THE PACIFIC
Commercial Advertiser.WALLACE R. FARRINGTON, EDITOR.
WEDNESDAY JUNE 3

For once the Hilo Tribune comes to hand without its usual two columns of editorial "kicks" on the Hilo public improvements. Of course it doesn't like the way in which the Government has held onto the water in Waikuku river instead of giving the Hilo Electric Light Company free swing. But this is a minor affair. The clique behind the Hilo Tribune would not feel natural without offering some sort of a weekly wail. So far as public improvements are concerned, Hawaii takes everything. The next thing in order is for some one on Maui to start a newspaper and begin a public improvement campaign for the next Legislature.

The people of San Francisco are raising a rumpus because the Japanese children are crowding the American children out of the public schools. This is an extraordinary state of affairs. In every other city of the American Union the schools are put up and enlarged to suit the number of children, rather than children crowded out to fit the size of the school house. One of the excellent features of the American school system in this country is shown in that however mixed our present population of adults may be from a racial and educational standpoint, the children of every race have equal educational opportunities, and an amalgamation is thereby being brought about that will result in a stronger and more united people. If San Franciscans had a little Hawaiian common sense and foresight they would stop grumbling and build more school houses.

The bicycle has entered into politics. The cyclists of New York have done what a good many people have tried to do and failed. They have backed a railway monopoly and beaten it. The question was whether a bicycle should be regarded as baggage. The New York Central had declared that it could not be so considered, and charged freight. The bike riders sent out 30,000 circulars, came out in force and showed what a voting power they would be. The members of the Legislature very quickly dropped to the fact that the bike riders were worth considering at the next election, and passed a law authorizing the carrying of bicycles as baggage, and Governor Morton, with an eye to presidential futures, signed the bill instantly. A similar bill has been presented in Ohio, and the matter is being agitated throughout the States. Here the railroad is more accommodating, though there is very little carrying back and forth of bicycles on our lines.

The views of Mr. Porter, the scenic painter, with regard to a curtain for the new theater are eminently those of a man who knows his business and has an eye to artistic effect. A pretty and idealistic drop-scene is what should be painted, not a picture from the Island scenery, however beautiful that may be and however well Mr. Porter might treat it. The drop scene that went up in smoke over a year ago was a very pretty one, but of course it is wise to have a change. In the States, in certain classes of theaters, it is now the fashion to paint advertisements on the drop scenes. This is too awful for anything. The curtain falls upon the despairing Marguerite lying across the body of Valentine, or upon the weeping Leonardo, and instantly, staring you in the face, is a hideous, parodied chequerboard advising you to buy "Buggins' soap," or that the "Louvre is the place to get nice oysters after the play." Thank goodness we are to be spared such monstrosities here.

WILL RAISE OUR STANDARD.

A recent issue of the London Pall Mall Gazette deprecates the immense amount of English money that has been invested in Argentine, money that has been sent to that country never to return. It sets forth that comparatively few undeveloped countries have had the same amount handed over to them for public improvements, railway construction and opening up new districts. The Government alone, between the years 1881 and 1892, took over \$55,000,000 directly, and it is estimated that in all some \$300,000,000 of English capital has been sunk in Argentina, half of which has been lost.

With such an example fresh in the minds of investors, it is not surprising that some capitalists look askance at Hawaiian securities. There is one redeeming feature about this country, however; when capitalists will take the trouble to look over our past financial record, both of the nation and of private corporations, they find that the country, though small, is as sound as a nut financially. It is not stretching it to say that the credit of Hawaii should be second to none. The country has

never defaulted in the payment of interest or principal, and the public loans have never been made to such a large amount that the country is loaded down with a public improvement debt that the internal resources will not more than cover.

The principal trouble with Hawaii's credit is that it has been classed with the Tom, Dick and Harry booms of Spanish America. The refunding measure will put the country where it belongs in the financial scale, besides rendering an indirect benefit to private enterprises, by the success of which the treasury is to reap the reward for extensive public improvements. The ten days' extension granted the Legislature will undoubtedly give the law makers sufficient time to straighten out the loan bill and refunding bill tangle and put our finances in such businesslike shape that there can be no discounting the fact of the solidarity of Hawaiian enterprise.

ART IN THE SCHOOL.

A new and important feature of the present exhibition of the Kilohana Art League is to be found in the space devoted to the system of drawing which this year has been introduced into the public schools. This is not the work of the pupils, but a brief outline of the upper grade work upon which they have started.

The purpose of the League is to stimulate and encourage art in Hawaii, and no better support can it have than the interest of the young and the co-operation of those engaged in teaching them. Each will supplement and assist the other.

There is shown at this time a brief survey of what Miss Beckwith is accomplishing with the young pupils of the city schools, under the encouragement of the Board of Education. It comprises the simple forms of paper cutting, the grades of applied decoration, perspective, mechanical, crayon and water color work. The Board of Education and the public are to be congratulated that this branch of education has been so successfully inaugurated.

We may look for further evidences of progress at future exhibitions, and if the private institutions of learning will in turn contribute their share of what is included in their line, the League and the schools will be united for the common ends avowed by both. The next step to be anticipated will be an exhibition of the pupils' own work, and then the purpose of the League will have attained a still stronger hold upon all whom it is intended to benefit.

RUN IT ACCORDING TO LAW.

Section 12 of Chapter XXXIV of the Laws of 1884 runs as follows:

"The rates of fare for each passenger upon the said railroad shall not exceed five cents for each passenger using said cars up to and within Judd street, the Industrial School, and to and within Punahou street, and ten cents for each passenger using said cars beyond the last mentioned points."

Section 6 says:

"Sixthly, that the cars must be of the most approved construction for comfort and convenience and safety of passengers."

The above are two paragraphs taken from the law under which the tram cars run and have their franchise.

Mr. Payne, having been defeated upon the first paragraph quoted, has thought fit to take the matter into his own hands, and stops his cars at Queen street. Of course, the question will be tested, and to the detriment of Mr. Payne. But not satisfied with trying to make a test case, he has altered the time of running the Nuuanu branch of his cars in such a manner as to seriously inconvenience all who live on the Valley Road. This matter can be left to the courts; they will settle it, and Mr. Payne and his company.

But really, is it not time that Section Six of the law be looked into. The cars do not give "comfort," nor do they give "convenience," and in the matter of "safety" they are by no means satisfactory, for the system of brakes is obsolete and a menace to life in case of accident, as was patently shown on January first of this year.

The fact is that the tram car system

of this city is utterly unsatisfactory. It is not run for the benefit of the community, but to suit the whims of some of the most pig-headed Englishmen that it has ever been our lot to come across.

Our Attorney General had better look into the matter and see if the terms of the franchise have been properly carried out. The sections quoted above are recommended to his notice. If the terms have not been carried out Mr. Payne has wrecked his company.

A SMALL DUTCH WAR.

A little war about which next to no notice is taken in the press has been going on pretty steadily for the last twenty-three years on the Island of Sumatra. Twenty-three years ago the Dutch annexed the province of Atchin, and during the whole of the time there has been constant fighting. The war has, up to the present, cost \$15,000,000. In the course of the struggle the Dutch employed a native Prince, Tuku Umar, as one of their generals. He enabled them to gain some of their strongest positions, and in the course of the campaigns they supplied him with plenty of arms, ammunition and funds. Suddenly this dusky chieftain has swung round and is now using the Dutch treasure and arms against themselves. Moral—don't trust dusky chieftains.

Atchin is a territory of about 20,000 square miles in extent and has a population of over 1,000,000 souls, so Holland has quite a contract on her hands.

How far out of our sphere are those islands of the Southern sea to which Sumatra belongs. In touch with European civilization a couple of centuries before the Hawaiian Islands were discovered, they remain three centuries behind us. The people are classed as semi-civilized, but are really barbarous. They are pirates and kidnappers. The appliances of civilized life, which to us are necessities, are unknown to them. It is odd to think how some portions of the earth go forward rapidly, and how slowly others advance. The fault lies with the colonizers. The Dutch are more apt to be pulled down to the level of the people they colonize than are the Anglo-Saxons. Wherever the Anglo-Saxon puts his foot there he establishes his own customs, his own laws and his own theories of government. And yet the Dutch have no mean colonial empire. The Netherlands, with less than 24,000 square miles of territory and 4,500,000 inhabitants, rule over a colonial dominion of 800,000 square miles and a population of 32,000,000.

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On WEDNESDAY, JUNE 3d,
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At the Robinson Block, Hotel Street,
I will sell at Public Auction an invoice of Japanese Art Ware just received ex steamer Chittagong. The invoice comprises a handsome assortment of

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Estate of MRS. HARRIET N. JONES.

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HAVING BEEN DULY AUTHORIZED so to do the undersigned, as executors and trustees of said estate, has instructed W. S. Luce to sell at public auction at his rooms, on the sixth day of June, 1896, at 12 o'clock noon, the following piece or parcel of real property, being a portion of R. P. No. 30, consisting of about 1.84-100 acres. This land is divided into seven pieces, viz., six building lots and one orchard. There is a government road or right-of-way from King street to said land, and a road 14 feet wide reserved through said land, as may be seen by referring to a map at W. S. Luce's auction room. Land to be sold as a whole or in separate lots and sales to be subject to confirmation by the Circuit Court of the First Judicial Circuit.

Terms cash, payable in U. S. gold coin. Deeds to be at the expense of the purchasers.
For further particulars inquire of David Dayton, at his office, 42 Merchant street, or at W. S. Luce's auction room.
G. W. C. JONES and DAVID DAYTON,
Executors and Trustees under the Will of Harriet N. Jones.

W. S. LUCE,

Auctioneer.

4319-41

Horses at Auction.

By order of H. M. Von Holt, Esq., Superintendent of O. R. & L. Co. ranches, I shall sell at yard of Hon. J. I. Dowsett, Queen street, opposite Union Feed Co.,

On Saturday, June 6

At 12:30 o'clock p. m.,

A drove of horses from the ranch of Kahuku and Honolulu.

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